



**Report of the ANC6B Transportation Committee Meeting
March 7, 2018**

Commissioners present: Nick Burger, Steve Hagedorn, Dan Ridge, and Kirsten Oldenburg (chairing)

Resident Members present: John Manley (6B04), Corey Holman (6B06), Kelly Waud (6B07), and Carol Grissom (6B08)

Also participating: Jeffery Marootian, Director DDOT; Lee Goodall, DDOT Community Engagement Manager; Mitchell Brunson, Principal, Tyler Elementary School; Raiford Gaffney, Michele Bogdanovich, and Joyce Brown, Tyler neighbors; Betsy Poos, representing the Tyler PTA; Steven Newburg-Rinn, 8th & A SE resident; Andrew and Hanneh Linn, residents of Square 1090; and others

Discussion on Traffic Problems at Brent & Tyler Elementary Schools

At the February 7th Transportation Committee meeting the topic of traffic problems at both Brent and Tyler Elementary Schools was discussed. The content of that discussion appeared in the February meeting report and that full text is below as an Appendix to this report. To summarize, the committee learned a month ago that there is concern about the safety of students crossing the North Carolina intersections on the east and west sides of Brent and that concerns at Tyler were about students' crossings of 10th & G Streets SE and with the behavior of parents/others who drive to Tyler to drop off and pick up students. The Committee did not take any action a month ago.

At this meeting, the Committee was joined by the Principal of Tyler, several residents, as well as the Director of DDOT and the DDOT manager of Community Engagement. The goal for this meeting was to add any new information to the situation at either school and to discuss possible remedies.

Most new information pertained to Tyler as the school had not been represented at the February meeting. Neighbors reinforced the identified problems with the afternoon pickups and added that the morning drop-off is similarly problematic. Drivers of vehicles double park, ignore No Parking signs, make U-turns, drop off students on the north side of G Street rather than the south side, and engage in aggressive behavior. One neighbor also reported that the stanchions installed as a result of a previous Safe Routes to Schools at the 10th & G Street intersection are totally ineffective and, in fact, make matters worse as vehicles still pull up and block the intersection crosswalks. Principal Brunson feels that the crossing guards are not assertive enough and thus do not protect pedestrians effectively. Tyler may not be able to replicate Brent procedures, as

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suggested on February 7, as it has more than twice as many students (500 vs 200) and 70% of its students are out of bounds.

The discussion then turned to possible remedies. Around Tyler these include possible traffic flow and signage changes; the set aside of curbside spaces on the 1000 block of I SE for pickup/drop off parking; improved training of school crossing guards; education of those who pickup/drop off students; resumption of a school safety patrol; and heavy enforcement especially in the initial phases of new systems devised. Director Marootian said DDOT would set up a site visit to investigate options under the agency's purview. It will, however, be up to the school and its PTA to educate pick up/drop off vehicle drivers. The ANC will assist to get DPW Parking Enforcement and MPD involved once new systems are set up.

For Brent, Director Marootian said DDOT would set up a site visit to investigate options to improve safety at the two intersections.¹

Discussion on DDOT decisions for 8th & A SE and 5th & Independence Intersections

DDOT recently sent out Notices of Intents (NOIs) to ANC6B denying requests by residents for All-Way Stop signs at two intersections. The NOIs proposed the removal of some curbside parking instead but did not provide any information about why the All Way Stop sign was rejected nor how many parking spaces would be removed.

DDOT Director Marootian recognized the lack of information was problematic and told the Committee that future NOIs would provide the rationale for decisions. He also clarified the process in that, if the ANC rejects an NOI option, it would not go forward. The Director then explained that DDOT must adhere to Federal uniform guidelines when assessing intersections but tries to find flexibility within those guidelines.

Director Marootian suggested that DDOT eliminate parking 25 feet from the intersection to improve line of sight and, to slow down 8th Street traffic, install temporary "bulb outs" at the crosswalks. Bulb outs reduce the crossing distance for pedestrians and signal to drivers that the road is narrowing. Mr. Newburg-Rinn presented his case for installation of the requested All-Way Stops as the solution for vehicle crashes at 8th & A SE which he views as the major problem rather than pedestrian safety. Commissioner Hagedorn mentioned that the timing of the traffic signals at North Carolina and East Capitol may contribute to the 8th & A problems.

DDOT will set up site visits for both 8th & A SE and 5th & Independence Avenue SE to further assess the situation at each intersection. Commissioner Oldenburg asked the Director if the ANC needed to go forward with a formal response to the latter NOI. He replied he did not think so but would advise.

Alley Naming for Square 1090

Commissioner Ridge told the Committee about engaging residents of Square 1090 regarding plans to name the interior alley of Square 1090, bounded by 16th and 17th Streets SE and D and E Streets SE, in order to allow Andrew and Hannah Linn to build a home for themselves on lot 60.

¹ Note: Commissioner Oldenburg will coordinate DDOT site visits with interested parties.

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By a vote of 7-0-0, the Committee approved a motion by Ridge, seconded by RM Grissom, that the Committee recommend the Commission request Councilmember Allen to introduce emergency legislation to name the alley “Adelaide Alley” or “Adelaide Court”, as appropriate, in honor of Adelaide Johnson (1859-1955), a noted human rights advocate and sculptor who is buried in nearby Congressional Cemetery. The item was placed on the Consent Agenda.

Testimony for DC Council Performance & Budget Oversight Hearings

Commissioner Oldenburg indicated that she could attend the April 9 DDOT Budget hearing and, as the committee discussed on February 7, request funding for construction of the Penn-Potomac intersection and a Pennsylvania Avenue SE bike lane study. RM Holman suggested that DDOT’s Mike Goodno be contacted to ascertain whether a bike lane funding request was necessary. Commissioner Ridge moved, with a second by Commissioner Hagedorn, that the Committee recommend the Commission support this testimony. By a vote of 7-0-0, the Committee approved the motion and placed the item on the Consent Agenda.

Appendix: February 7 Discussion on Tyler and Brent

Both Tyler and Brent Elementary schools are experiencing problems with the vehicle traffic around the schools, often making it dangerous for their students who walk to school. In addition, Tyler has problems related to the drop off and pick up of students. Both schools sit on streets with major commuting traffic. Brent with 65% inbound students may have more students who walk to the school from all directions than does Tyler where only 26% of students are inbound. But this suggests that Tyler may have more school students arriving and departing by vehicles.

Brent sits on the SE corner of North Carolina Avenue SE and 5th Street SE and is a short distance from the intersection of North Carolina, 4th Street, and Seward Square SE. Fourth Street is one way southbound and is a major commute route. Norah Lycknell told the committee that she considers both intersections to be dangerous for students who walk to school. She said she has witnessed vehicles traveling north on 5th Street make careless right turns onto North Carolina because of the physically separated right turn lane on 5th Street. A School Crossing Guard is stationed at North Carolina and 5th but not at 4th Street.

Principal Lycknell told the Committee that Brent's drop off and pick up seems to work well. Parents are asked not to get out of their cars and school staff help by taking students to and from cars and monitor the process. Brent also has a student patrol group who assist and have given out tickets to parents who violate the rules.

Mr. Brunson, principal of Tyler, was not able to attend the committee meeting. The school sits between 10th and 11th Streets SE on G Street. The latter is a commuting route; there is a signal at 11th but not 10th Street. Both intersections have School Crossing Guards in the morning and afternoons. Mr. Brunson has told Commissioner Oldenburg that he has witnessed dangerous behavior of vehicles moving through the 10th Street intersection, xx the safety of his students. Most of Tyler's problems may be created during drop off and pick up times as the heavy volume of regular and school xx vehicle traffic mix. As a result of a 2017 Safe Routes to Schools process, stations were installed on G Street at the 10th Street intersection to prevent vehicles from parking near the corner and blocking the cross walk. This has improved the safety of the morning drop off. In the afternoon, students await in the playground at the rear of Tyler. Parents must park their cars and walk to the playground for their children. They can do this from either 10th or 11th side of the school. However, 10th Street is narrow and has residential parking on both sides plus an alley entrance mid-block. Serious congestion results on 10th Street during the afternoon pickup which occurs from 315pm to 330pm. Vehicles double park, make U-turns, and block the alley entrance. Residents on 10th Street have learned they should not try to drive on the block during this period.

DDOT was unable to send a representative to the meeting so the committee was unable to consult with its traffic control experts on solutions to these problems: pedestrian crossings at intersections (two at Brent, one at Tyler) and pickups at Tyler. Lt. Harding suggested that, before there could be effective enforcement at Tyler, clear directions need to be provided to parents who provide transportation. Principal Lycknell suggested that a HAWK signal at one intersection might provide increased safety for students and removal of the concrete right turn separator would require drivers to make slower 90° angle turns. At Tyler, could pickups be restricted to 11th Street where there is more space for curbside parking and less impact on traffic when parents double park? Could Tyler set up a pick-up system like Brent's where parents do not need to leave their vehicles?

The Committee felt that without DDOT present at the meeting it was unclear as to what action to take. Possible actions could have been to request DDOT to do traffic calming studies for the 3 intersections or for DDOT to revisit the Safe Routes to Schools plans previously completed. Instead, Commissioner Oldenburg will ask DDOT to attend a near future meeting to discuss options.

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Letter to CM Allen re Square 1090 Alley naming

Charles Allen, Councilmember for Ward 6
1350 Pennsylvania Avenue NW, Suite 110
Washington DC 20004

VIA Email: callen@dccouncil.us

RE: Request to Name Alley in Square 1090 on Capitol Hill

Dear Councilmember Allen,

At a properly noticed meeting of Advisory Neighborhood Commission 6B with a quorum present on March 13, 2018, the Commission voted x-x-x to request that you introduce emergency legislation to name the interior alley of Square 1090, which is bounded by 16th and 17th Streets and D and E Streets SE, as “Adelaide Alley”.

Doing so will enable Andrew and Hanneh Linn to build a home on Lot 60 in the interior of the Square. The ANC is proposing to name the alley to honor Adelaide Johnson (1859-1955), a noted human rights advocate and sculptor who is buried in nearby Congressional Cemetery. Adelaide Johnson’s career spanned the construction of the original homes on Square 1090.

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